

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Applicant(s): Szentistvany	
Application No.: 10/524,122	
Filed: 2/10/2005	Group Art Unit: 3654
Title: Safety Device for Stairlifts	Examiner: Stefan Krüer
Attorney Docket No.: URQU.P-014	Confirmation No: 2656
Customer No.: 57381	

DECLARATION UNDER RULE 132

I, the undersigned, hereby declare as follows:

1. I am the named inventor of the above-captioned application. As such, I am familiar with the application, including the claims. Furthermore, I am a person skilled in the art of stairlifts.
2. I have reviewed the Official Action mailed November 2, 2006 and the references cited therein, namely: GB 2,339,419 A (Watson); GB 2,322,450 A (Jones); US 4,904,916 (Gisske); and US 5,230,405 (Bartlet).
3. The Jones disclosure is solely concerned with chair angle control and makes no mention whatsoever of a carriage over-speed limiting device for stairlifts.

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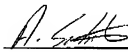
4. While Jones does disclose that deviation of the seat beyond a certain angle range may lead to the engagement of "some sort of brake", Jones does not disclose nor in any way allude to the possibility of triggering an over-speed braking means through a chair-angle determining means.
5. As one skilled in the art of stairlifts, after reading the Jones disclosure, it is my opinion that the "brake" of Jones is something equivalent to components 23 and 24 in Fig. 1 of the present invention. Namely, it is not an over-speed governor according to the present invention, rather it is a brake to prevent excessive rotation of the chair.
6. Therefore, Jones fails to introduce the concept of braking the speed of his stairlift should the chair be displaced beyond a set (maximum) angle of deviation as required in claims 1-9 of the present invention.
7. Mr. Peter Jones, the first inventor named in GB 2,322,450 is personally known to me. Further, I am aware of a stairlift which includes the seat levelling invention described in Jones et al. This stairlift has a conventional form of mechanical over-speed governor which is triggered by centrifugal force alone. There is no connection or association between the seat levelling mechanism and the over-speed governor.
8. I have reviewed claim 11 in light of Gisske et al. The infrared transmitter modules 58 and 60 described in Gisske are not, and could not be, ultimate limit switches. They merely provide a means of communicating between the carriage and the external drive motor, to control movement and speed of the carriage along the rail. Physical safety switches must always be provided in addition to these motion control devices. Regulations governing stairlift design require physical ultimate limit stops, such as components 71 in Figures 3 & 5 of the present application, to be provided on the rail.

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Complementary positive break electro-mechanical switches must also be provided on the carriage so that, when the carriage engages the ultimate limit stops, power is cut to the carriage drive motor. Claim 11 offers a particular arrangement where the switch used to cut power when the carriage engages the ultimate limit stops, is the same switch which operates when the over-speed governor is triggered.

I hereby declare that all statements made herein of my own knowledge are true and that all statements made on information and belief are believed to be true; and further that these statements were made with the knowledge that willful false statements and the like so made are punishable by fine or imprisonment, or both, under Section 1001 of Title 18 of the United States Code and that such willful false statements may jeopardize the validity of the application or any patent issued thereon.

dated: 27/03/07



Andreas Csaba Szentistvany